

CLASSIFICATION

COUNTRY Germany (Soviet Zone)

CONFIDENTIAL REPORT

TOPIC Neuruppin Airfield

50X1-HUM

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 7 May 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. &amp; TYPE) 1 - sketch

REMARKS

50X1-HUM

50X1-HUM

1. On 29 March 1951 at 5:15 p.m., truck with trailer was on route from Neuruppin (N 53/4 49) airfield to the yard of the headquarters building on Karl Liebknechtstrasse, formerly Liethonstrasse. The trucks were loaded with beds, writing tables, filing cabinets, and chairs. The furniture was unloaded from the trucks and carried into the headquarters building by sergeants and NCOs who wore black-bordered blue epaulets. the headquarters of an air unit was probably being moved from the airfield into the building. (1)

50X1-HUM

2. Flying was practiced day and night between 25 March and 4 April. Only individual flights were observed. On 3 April, 24 jet aircraft and four PO-2s were seen at the field. (2)

50X1-HUM

the occupation by about 800 men was unchanged. A motor vehicle was repeatedly seen entering and leaving the field.

3. The apartment houses located in the eastern flying lane had red obstacle lights on them. Two low brick buildings were being constructed side by side on the western edge of, and parallel to, the landing field, in the extension of the taxiway. The purpose of the buildings could not be determined. A signal lamp of the same type as the one emplaced at the runway was seen on the roof of the flight control station.

5. On 31 March, a radio installation was observed in the fields about 300 meters west of Nietwerder (N 53/4 49)-Altruppin (N 53/4 49) road, in the extension of the runway. The installation consisted of a temporary building, a radio mast about 15 meters high and braced at three points, a small wooden hut, probably for the generator, a protective roof for the guards, and two wooden boards each with two dipoles on top. (3)

6. On 1 April at 11:29 a.m., eight MiG-15s took off from the field in elements of two in rapid succession. The aircraft climbed and headed west. At 1 p.m. eight jet fighters approached the field from the south and landed there. The planes were the same which took off at 11:29 a.m.

Individual flights with MiG-15s were made between 7:45 p.m. to 1 a.m. on the next morning.

50X1  
50X1-HUM

CONFIDENTIAL

50X1-HUM

CLASSIFICATION ~~SECRET~~/CONTROL/US OFFICIALS ONLY

Document No. 006  
No Change in Class: ☐  
☐ Declassified  
Date, Channel To: 73 8 6  
Auth: 12 Jul 88  
Date: 12 Jul 88

50X1

SECRET/CONTROL/US OFFICIALS ONLY

2

50X1-HUM

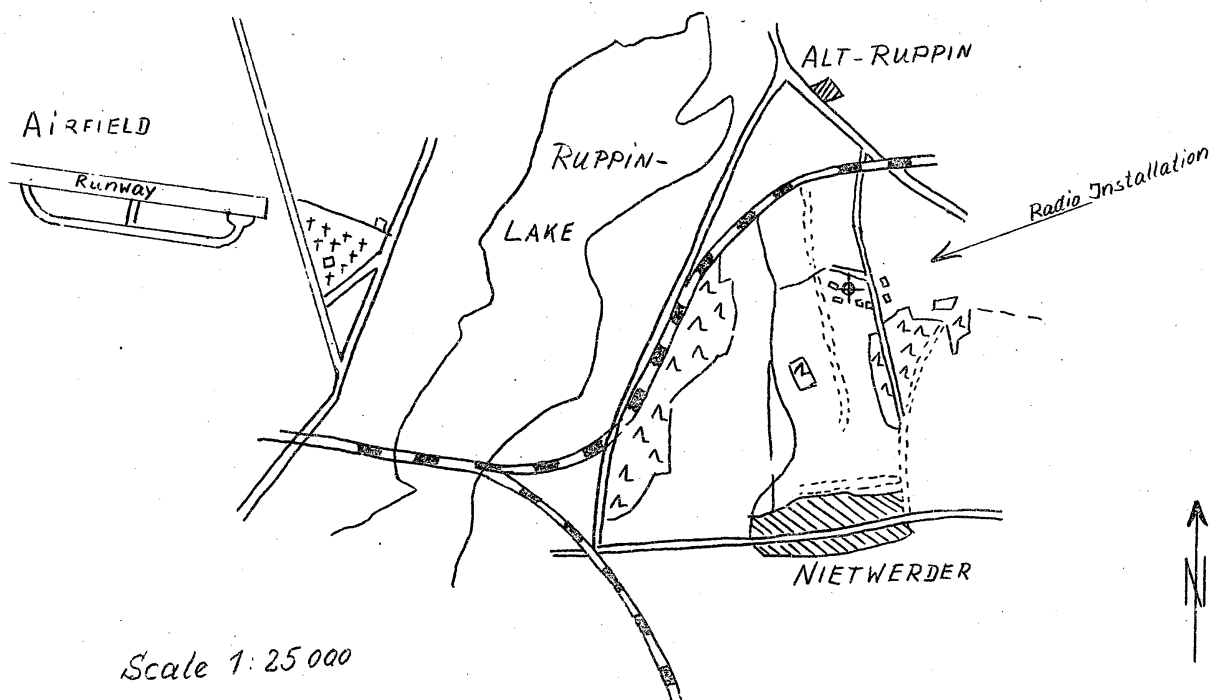
7. On 2 April, three MiG-15s took off individually at 8:40 a.m. There were occasional showers and the cumulus clouds were at an altitude of about 2,000 to 3,000 meters. A single-engine plane with radial engine took off at 8:42 a.m. The plane dropped a red-white air sleeve fitted on a rope about 400 to 500 meters long after reaching an altitude of about 600 to 700 meters. The jet fighters practiced firing at the air sleeve. At 9:05 a.m. the three jet planes landed at the field and ten minutes later three other jet fighters took off for the same exercise. This exercise was continued until about 5 p.m. with short intervals in between. Take-offs and landings were practiced by four biplanes between 9:20 a.m. and 12:30 p.m. at the improvised airfield in Bechlin (N 53/4 39).
8. On 3 April, eight MiG-15s took off in elements of two at 8:14 a.m. The weather was the same as the day before. Immediately after the take-off the planes climbed rapidly to an altitude of about 5,000 to 6,000 meters above the clouds and practiced stunt flying. At 8:45 a.m. two additional jet fighters took off. They were followed by two single-engine planes with radial engines which practiced firing at a towed sleeve target. At 9:20 the eight jet fighters flew through the clouds and participated in firing at the towed sleeve target until 9:30 a.m. when all the planes landed at the field. (4) Four biplanes made local flights at the improvised airfield in Bechlin between 10 a.m. and 1 p.m. and from 3 to 5 p.m. Local flights lasting 20 minutes were continually flown by two jet fighters with swept-back wings between 10 a.m. and 4 p.m. at an altitude of about 1,000 meters. Firing at a towed sleeve target was again practiced by two MiG-15s and two single-engine, low-wing monoplanes between 5:45 and 6 p.m.
9. On 4 April, MiG-15s in squadron strength made flights of about one hour duration throughout the day. The biplanes again practiced at the improvised airfield in Bechlin.
10. On 5 April, eight MiG-15s and one single-engine plane with a radial engine took off between 7:20 and 7:35 a.m. and headed southwest, flying at a very high altitude. The sky was cloudless. The planes were not observed landing at the field. There were no indications of a change in the occupation of the field. 50X1-HUM
11. On 5 April, 24 jet aircraft were counted on the dispersal area in front of the destroyed hangars. More jet planes were also seen behind the hangars. The total number of jet aircraft was estimated at about 60. [redacted] The section of the Wittstock Allee located in the area of the flying lane has been recently 50X1-HUM blocked by Soviet sentries during day and night flying activity. It was observed that the searchlights mounted on trucks continually changed their locations. Motor vehicles [redacted] entered and left the field. 50X1-HUM
12. On 12 April, 26 jet aircraft and 14 biplanes were seen at the airfield. Twelve jet planes, [redacted] continually 50X1-HUM practiced flying.
- [redacted] Comments. 50X1-HUM
- (1) The motor vehicle [redacted] indicate that the ground unit of a fighter regiment was being transferred. 50X1-HUM
- (2) The airfield is occupied by a fighter regiment.
- (3) For location of radio installation, see Annex. The description of the radio installation and the information that the installation is located in the extension of the hard surface runway indicate that it is the outer landing beacon. 50X1-HUM
- (4) This indicates that the flying time of MiG-15s is 76 minutes. Since a flying time of 90 minutes [redacted] from Neuruppin it must be assumed that the MiG-15s without an auxiliary tank are able to stay aloft longer than 60 minutes. 50X1-HUM

SECRET/CONTROL/US OFFICIALS ONLY

SECRET / CONTROL / US OFFICIALS ONLY

Annex

Neuruppin Airfield



SECRET / CONTROL / US OFFICIALS ONLY